

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CE-794
MAGI #0807942419SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

AND/OR COMMON

New Castle and Frenchtown Railroad right-of-way

2 LOCATION

STREET & NUMBER

CITY, TOWN

Between Porter, Delaware and

STATE

Frenchtown, Md.

Maryland

VICINITY OF

CODE

24

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

COUNTY

Cecil

CODE

015

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☐ STRUCTURE☒ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☒ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Too numerous too mention

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Cecil County Courthouse

STREET & NUMBER

CITY, TOWN

Elkton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Maryland Historical Trust's Historic Sites Survey of Cecil County, Maryland

DATE

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Maryland Historical Trust - John Shaw House, 21 State Circle

CITY, TOWN

Annapolis

STATE
Maryland 21401

7 DESCRIPTION

CE-794

CONDITION

☐ EXCELLENT
☐ GOOD
☐ FAIR

☐ DETERIORATED
☒ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The New Castle and Frenchtown Railroad originally crossed the Delmarva Peninsula from a wharf in New Castle to a wharf at Frenchtown on the Elk River in Maryland. Part of the original route, from the Delaware Railroad near Porter to New Castle, still is in operation as part of the Penn. Central System. From Porter to Frenchtown, the right-of-way is abandoned for railroad purposes, although parts of it serve as country roads.

Much of the abandoned right-of-way survives as a trace along field boundaries and through second-growth woods. At Belltown Run, west of Delaware Route 401, a stone-arch bridge survives in good condition. Delaware Route 394, near the Maryland line, is built on part of the roadbed. At Frenchtown, the long curving roadbed to the Elk River survives as a county road; another portion of the roadbed east of Frenchtown is a private lane that connects with Route 213.

The most evident surviving portions of the railroad are in the valleys of small streams, where earth-fill embankments survive. The long causeway across the valley of Belltown Run is the largest of these.

Like many early railroads, the New Castle and Frenchtown was built on 10" or 12" square stone sleepers that carried the strap-iron rails. This system proved unsatisfactory, and by the middle of the nineteenth century had been abandoned in favor of wooden ties. Stone sleepers from the New Castle and Frenchtown, salvaged by local residents, may be seen today in the foundations of buildings near the right-of-way.

SIGNIFICANCE

CE-794

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1831 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

During the seventeenth and eighteenth centuries, the Chesapeake and Delaware drainages were the principal avenues of settlement in the middle colonies. Although they were separated by only a narrow isthmus, their political and economic histories followed different courses. Passage across the land barrier was tedious at best, even as late as the beginning of the nineteenth century. Although the portage was only five or ten miles wide in places, shippers usually preferred to take the dangerous sea route between the two bays.

As early as the middle of the seventeenth century, entrepreneurs were proposing canals, turnpikes, and other internal improvements to connect the two bays. A century and a half later, however, the portage still involved poor roads, undependable packet connections, and long delays. Albert Gallatin, in his 1808 report to Congress, recommended a series of canals that would eliminate the portages and connect New England with the South by an inland water passage. Gallatin's recommendations were eventually carried out, but not by Congress. Independent companies built canals, turnpikes and railroads, helter-skelter, along the East Coast, first to connect major waterways, and finally to provide a single land transportation system.

While the present coastwise transportation network was evolving, dozens of companies built turnpikes, canals, and railroads that enjoyed a brief prosperity, only to be superseded in a few years by newer and cheaper routes. The New Castle and Frenchtown Railroad was one of these ephemeral schemes.

As early as 1775, there was regular stage service between New Castle and Frenchtown, a jolting seventeen-mile passage over unimproved county roads that connected with the relatively comfortable packet boats on the Delaware and Elk rivers. By 1811, the demand for an improved road between the two rivers led to the construction of a short turnpike from New Castle to Clark's Corners, a distance of about three miles. The successful completion of this turnpike revived interest in the proposal for a New Castle and Frenchtown turnpike, which had been chartered in 1809 but never organized. Delaware and Maryland rechartered the New Castle and Frenchtown company in 1813, and by 1816 it had built a fifteen-mile road from Clark's Corners to Frenchtown. Until the Chesapeake and Delaware Canal was opened in 1829, the turnpike from New Castle to Frenchtown was the principal route over the portage. The success of the Frenchtown route encouraged the Elkton and Christiana Turnpike Company, which built a competitive road to connect the head of Elk River with the head of the Christina. This competition hurt the Frenchtown company, which was dependent almost entirely upon the trans-peninsular stages operated by the Union Line of steamboats.

(See Continuation Sheet No. 1)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

CE-794

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

New Castle and Frenchtown Railroad
Cecil County
Maryland

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

Significance, continued

In 1821, the turnpikes suffered another blow when the Delaware General Assembly levied a tax on them to support the proposed college at Newark, denounced as "a small village in an obscure corner of this state, where it is impossible it can ever flourish." The tax was repealed the following year.

By 1827, it had become apparent that the canal across the isthmus would be completed, and would siphon away the stage traffic that supported the Frenchtown road. The turnpike management began to investigate the prospect of building a railroad; a few miles to the north, citizens of Wilmington proposed to build a rail line from that city to Elkton. The Wilmington interests got their Maryland charter, and a few months later the Frenchtown company obtained permission during the 1827-28 Maryland Legislative session to expand its own operations to include a railroad in Cecil County. When the Delaware legislature met in 1829, it failed to charter the Wilmington road, but passed acts that permitted the New Castle and Frenchtown turnpike companies to build railroads. By March 1830, the two companies had raised enough new capital to permit them to build railroads. The next month, the short New Castle Turnpike was merged into the New Castle and Frenchtown Turnpike and Railroad Company. The chief engineer was John Randel, Jr., who had designed the C & D Canal, but had no experience with railroads. Randel laid out a route, a few hundred yards south of the turnpike, which was under construction by July.

On February 28, 1832, the railroad opened for passenger service, using horse-drawn carriages because its temporary rails were too light for locomotives. By September 10, English-built steam locomotives were operating on an improved roadbed. The New Castle and Frenchtown Railroad was not only among the first railroads built in the United States, but it was the first upon which steam power was applied for the transportation of passengers.

In 1833, the railroad absorbed the Steam Navigation Company, which operated packet boats to the line's termini. A competing steam packet line, operating through the canal, forced the railroad to charge unreasonably low fares that weakened its financial structure. By 1834, however, the competition had been put out of business, and the railroad enjoyed a monopoly on the passenger-carrying trade that lasted until 1837, when a new railroad network between Philadelphia and Baltimore was completed. The New Castle and Frenchtown tried to compete with the new line until 1843, when it became a subsidiary of the Philadelphia, Wilmington, and Baltimore Railroad. A spur to Wilmington chartered as the New Castle and Wilmington Railroad, was completed in 1852. In 1855, the Delaware Railroad built a connection with the New Castle and Frenchtown east of Glasgow. The line west of the junction was abandoned after service to Frenchtown wharf was discontinued.

[The major portions of this form have been reproduced almost exactly from the nomination form prepared by the State of Delaware].

and Frenchtown

10 GEOGRAPHICAL DATA

UTM REFERENCES

Figure 1 illustrates a grid system with two rows (B and D) and three columns (ZONE, EASTING, and NORTHING). The grid contains 12 points, with 6 points in each row. The labels 'ZONE', 'EASTING', and 'NORTHING' are positioned below the first three columns, and 'B' and 'D' are positioned to the left of the first two rows.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

CODE

CODE

NAME / TITLE

(CS)

DATE _____

April 1, 1975

TELEPHONE

267-1438

STATE

Maryland 21401

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

LOCAL _____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

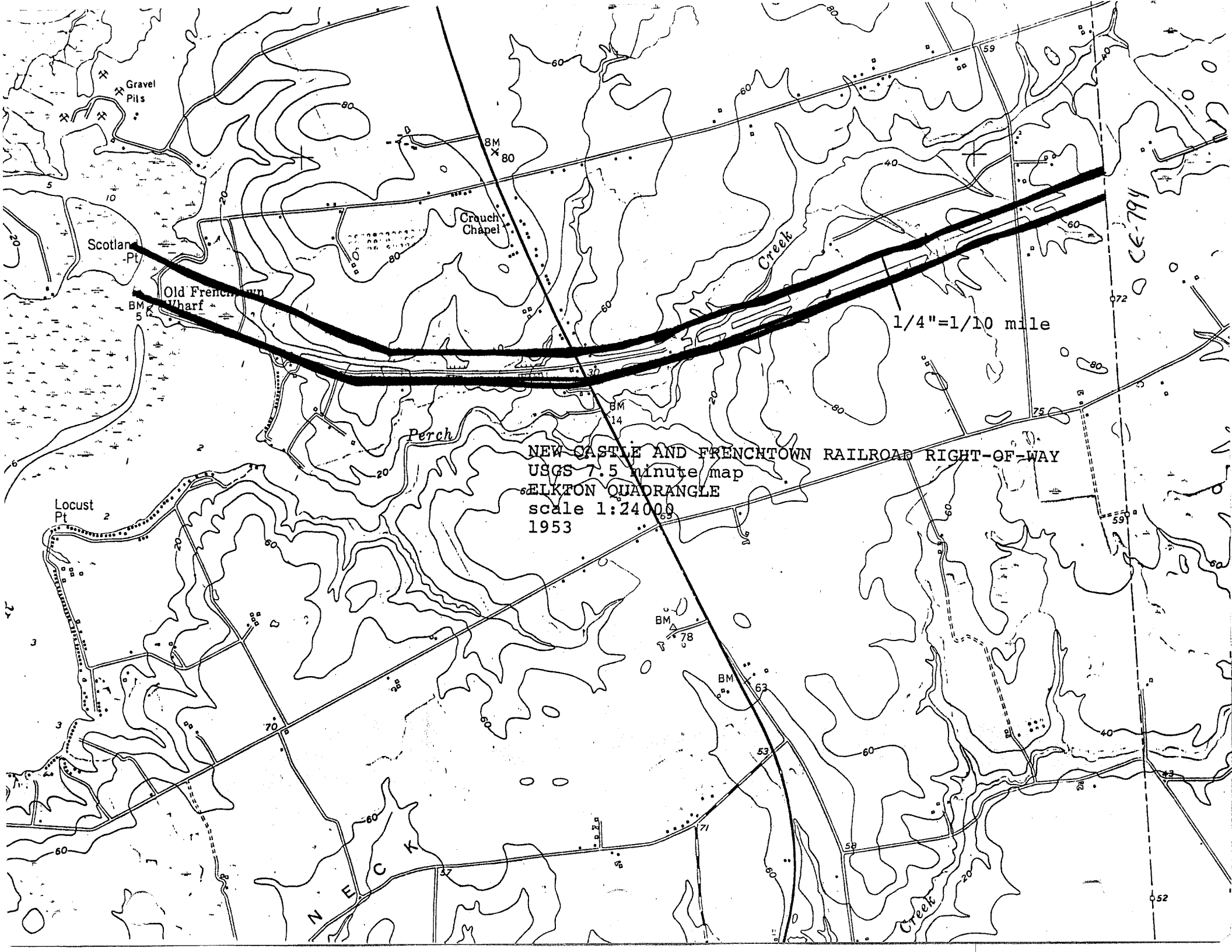
DATE _____

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE _____

DATE _____

KEEPER OF THE NATIONAL REGISTER



**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Lewis Shore Road over Trib. of Perch Creek, Cecil County, MD
Survey Number: CE-794

Project: Bridge Rehabilitation Agency: Cecil County DPW

Site visit by MHT Staff: no X yes Name A. Bruder Date 12/2/98

Eligibility recommended X Eligibility not recommended

Criteria: X A B X C D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Lewis Shore Road Arch over a tributary of Perch Creek, Cecil County, Maryland, is a stone arch culvert which was originally built for the Frenchtown to New Castle Railroad in 1832. The railroad right of way was abandoned in the 1850s and was converted to a county road in the late nineteenth or early twentieth century. The culvert is brick and stone, with ashlar granite blocks on the outside face of the structure. The culvert is a contributing resource to the Frenchtown to New Castle Railroad, which was listed in the National Register of Historic Places in 1976, although the form does not identify any contributing resources. The new form identifies several, although the Lewis Shore Road structure appears to be the most intact of the remaining resources. It is therefore eligible under Criterion A, an early railroad structure and Criterion C, for nineteenth century engineering and architecture, for the National Register.

Documentation on the property/district is presented in: Project Review and Compliance Files

Prepared by: James T. Aguirre, Cecil County DPW

A. Bruder Feb. 24, 1999
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes no not applicable

B. Bruder 2/24/99
Reviewer, NR program Date

[Handwritten signature]

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- ☒ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☒ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☐ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

- ☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaptation

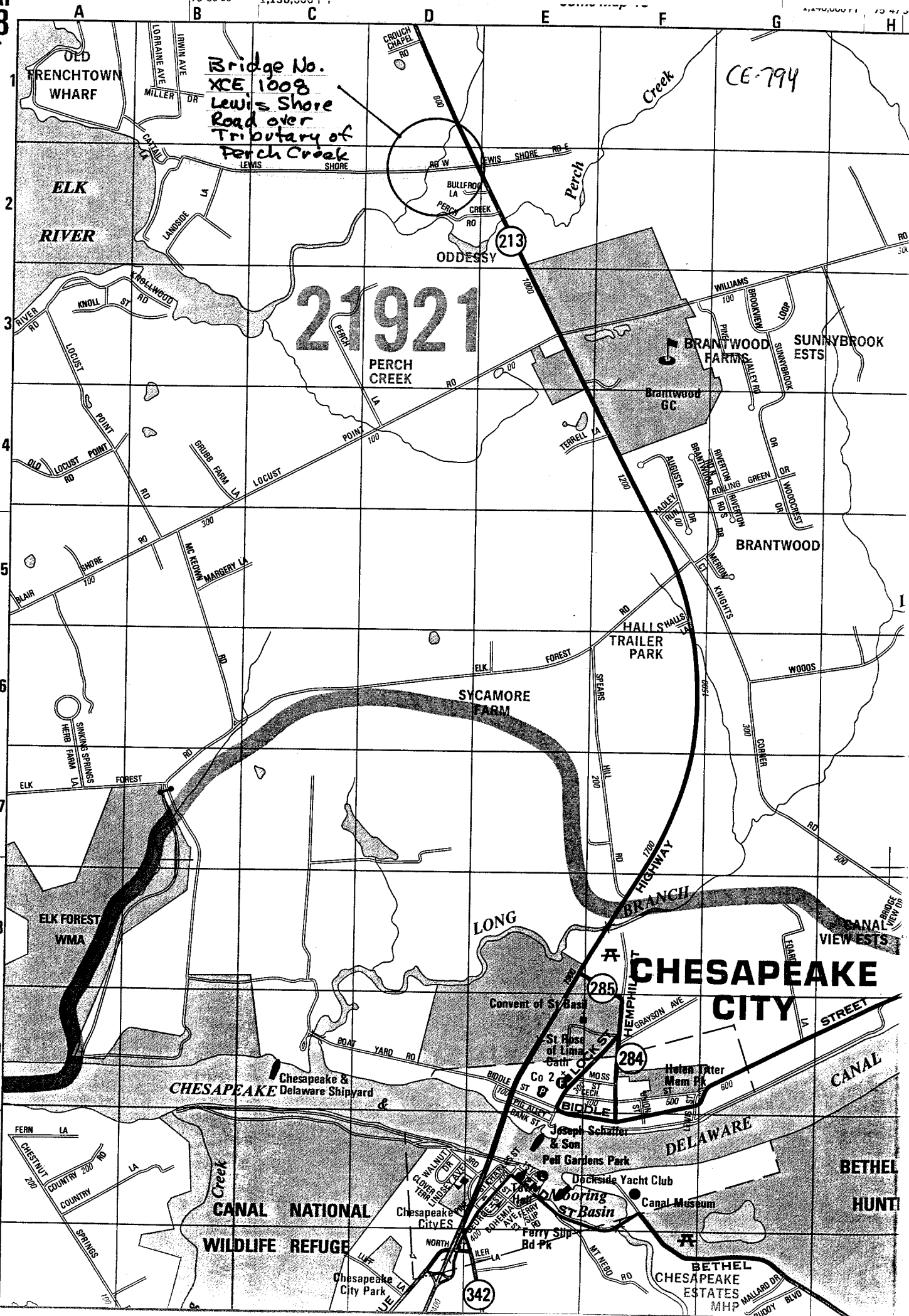
IV. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture, and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☒ Transportation

V. Resource Type:

Category: Structure
 Historic Environment: Rural
 Historic Function(s) and Use(s): Railroad/vehicle crossing
 Known Design Source: _____

EXH. A-42



MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. CE-794

=====

1. Name of Property- New Castle and Frenchtown Railroad- Small
Structure No. XCE 1008 on Lewis Shore Road over Tributary of Perch
Creek

=====

historic name Lewis Shore Arch common/other name _____

=====

2. Location-

street & number adjacent to 34 West Lewis Shore Road not for
publication _____ city or town Elkton vicinity _____ state MD
code _____ county Cecil code _____ zip code 21921

=====

3. State/Federal Agency Certification: N/A

=====

4. National Park Service Certification : N/A

=====

5. Classification

=====

Ownership of Property (Check all that apply)

_____ private
_____ ☒ public-local
_____ public-State
_____ public-Federal

Category of Property (Check only one box)

_____ building(s)
_____ district
_____ ☒ site
_____ ☒ structure
_____ object

Number of Resources within Property

Contributing Noncontributing

_____	_____	buildings
<u>1</u>	_____	sites
<u>2</u>	_____	structures
_____	_____	objects
<u>3</u>	_____	Total

Is this property listed in the National Register?

Yes ☒ Name of Listing CE 794- New Castle and Frenchtown
Railroad Right of Way No _____

Maryland Inventory of Historic Properties

Inventory No. CE-794

Page 3

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Railroad appurtenance- culvert Sub: _____

Current Functions (Enter categories from instructions)

Cat: Highway appurtenance- culvert Sub: _____

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Stone & brick culvert

Materials (Enter categories from instructions)

foundation stone

roof _____

walls stone & brick

other _____

Narrative Description (Describe the historic and current condition of the property.)

See attached pages

Maryland Inventory of Historic Properties

Inventory No. CE-794

Page 4

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☒ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Maryland Inventory of Historic Properties

Inventory No. CE-794

Page 5

Areas of Significance (Enter categories from instructions)

Architecture, Commerce

Engineering

Transportation

Period of Significance 1800-1899

Significant Dates 1832

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder unknown

Narrative Statement of Significance (Explain the significance of the property.) See attached.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____

Eligibility Not Recommended _____

Comments: _____

Reviewer, OPS: _____

Date: _____

Reviewer, NR Program: _____

Date: _____

Maryland Inventory of Historic Properties

Inventory No. CE-794

Page 6

9. Major Bibliographical References

=====
(Cite the books, articles, legal records, and other sources used in
preparing this form.)
See attached pages.

=====
10. Geographical Data
=====

Acreage of Property Less than one acre

Verbal Boundary Description (Describe the boundaries of the property.)

West Lewis Shore Road on west side of Maryland Route 213 & East Lewis
Shore Road on east side of Maryland Route 213 and entrance to
Boinovych property.

Boundary Justification (Explain why the boundaries were selected.)

11. Form Prepared By

name/title James T. Aguirre, Cecil County Bridge Coordinator
organization Cecil County Public Works Department- Roads Division
date February 5, 1999 street & number 758 East Old Philadelphia
Road telephone 410-996-6270 city or town Elkton state MD zip
code 21921

=====
12. Property Owner

name Cecil County Public Works
street & number 129 East Main Street
telephone 410-996-5200 city or town Elkton
state MD zip code 21921

CE-794

HISTORIC CONTEXT:

Geographic Organization: Eastern Shore

Chronological/Development Period(s): Agricultural- Industrial
Transition

Prehistoric/Historic Period Theme(s): Transportation

RESOURCE TYPE(S)

Category: Structure

Historic Environment: Rural

Historic Function (s): Transportation

Known Design Source: New Castle and Frenchtown Railroad

This revised nomination form, CE-794, includes data from the previous nomination report to the National Register of Historic Places Inventory by James M. Kilvington, dated April 1, 1975 and the Delaware nomination form and was made in October, 1998 to February, 1999.

Description- Narrative Description (Describe the historic and current condition of the property, including construction materials.)

Right of Way and Embankment

The New Castle and Frenchtown Railroad originally crossed the Delmarva Peninsula with terminal points located at a wharf in New Castle, Delaware on the Delaware River and at a wharf at Frenchtown, Maryland on the Elk River. Part of the original railroad route from approximately one mile northeast of Porter, Delaware to New Castle is currently in operation as part of the Conrail system. From this point westward to Frenchtown, the right of way is abandoned for railroad purposes and portions of it serve as county roads, private lanes, hiker/biker trails and hedgerows between adjacent farms and single family houses.

Much of the abandoned right of way survives as a trace embankment along field boundaries, newly developed home sites and second growth forests. The railroad was located on a relative flat raised embankment with no heavy grades approximately five to twenty feet above the flat, featureless terrain of the Delmarva peninsula. The embankment proper is trapezoidal in shape with its top approximately twenty feet in width. Since the primitive locomotives could not apparently handle curves, the right of way can be easily determined on a map by extending a straight line from the existing Conrail line north of Porter to West Lewis Shore located near Frenchtown.

Beginning in Maryland on its west terminus, the right of way can be traced as follows:

The first segment consists of abandoned railroad embankments which have been converted to parts of the Cecil County Road system. This portion is located along West Lewis Shore Road crossing Maryland Route 213 to East Lewis Shore Road. A large brick and stone arch culvert, Small Structure XCE No. 1008, survives across a tributary of Perch Creek on West Lewis Shore Road.

The second segment is located as part of the entrance to the present day Boinovych property and is indicated on current USGS mapping as "abandoned railroad grade". This little used segment is the most intact of that existing in Maryland and shows some tree growth. Where the grade again crosses Perch Creek is the remnants of a stone retaining wall which perhaps was once part of a bridge. A medium size stone arch culvert also exists here slightly to the east.

The grade extends across Hutton Road as a raised hedgerow in the third section and then crosses the Maryland/Delaware State line. Here it becomes McDaniel Lane which is an entrance lane to properties. Again this lane is paved with asphalt on the slightly lower embankment. Modern drainage structures have replaced the granite railroad appurtenances in this segment. Across Frasier Road is a very long raised hedgerow between farms. A very small rectangular stone culvert is located here. The embankment here is approximately five to ten feet in height.

At this point the land use of Delaware changes dramatically. The valley of Belltown Run and wooded areas of twenty five years ago have been replaced with the developments of Marabou Meadows, Springwood, Caravel Farms and Forest Glen. Here the slightly raised embankment is still visible and has some trees and underbrush. It serves however as a buffer between the backyards of the well to do. It can be observed by riding the cul de sacs of these upscaled developments.

From Forrestal Drive to Fox Chase Drive the embankment has been converted to a hiker/biker trail. The stone arch bridge at Belltown Run has collapsed with its granite blocks scattered in the streambed. It has been replaced by a modern prefabricated trail bridge. No structures were located in this remaining section.

Structures- Maryland

1) XCE 1008 on West Lewis Shore Road over a Tributary of Perch Creek

The Lewis Shore Road stone arch culvert, Small Structure XCE 1008, is a finished, granite arch structure formerly serving the Newcastle and Frenchtown Railroad which traversed the identical route as this section of the roadway. This culvert was constructed before 1832, the year the railroad was opened. It is the largest structure still extant although the structures at East Perch Creek and Belltown Run may have been larger.

The head walls and radiating wing walls consist of dressed, granite blocks. The arch barrel consists of two portions, a top arch consisting of a double layer of bricks to its spring line and two vertical granite walls on which bears the brick arch. The invert between these vertical walls is paved with granite blocks. There is 5'-0"± of fill over the arch which until recently supported several large trees. The normal flow of water through the structure is less than a foot in depth.

West Lewis Shore Road is classified as a secondary highway. It is part of the Cecil County Road system and is located to the west of Maryland Route 213 just south of Elkton on Maryland's Coastal plain. It is a two lane, bituminous roadway and runs in a general east to west direction while the tributary of Perch Creek travels in a north to south direction. The roadway is on a flat grade across the structure and on its approaches. The horizontal alignment is tangent in the vicinity of the culvert. The roadway is 17'-0"± in

width and supports two lanes of opposing traffic. There are no shoulders adjacent to the roadway but the structure does support a variable width earthen embankment with vegetation. There are three- twelve foot sections of concrete jersey barrier attached by aluminum guide rail located on the south side embankment of the structure adjacent to the roadway.

The topography of this portion of the County is relatively flat and is agricultural interspersed with single, residential houses. The area is wooded in the vicinity of the structure and the stream meanders along a relatively flat slope. The stream bank consists mainly of natural rock setting on earthen banks. This is interspersed with finished granite blocks that have fallen from the structure head wall ruins, bricks from the arch proper and shards of broken chinaware and pottery.

The arch is $4'-1'' \pm$ above the spring line and $10'-0'' \pm$ wide with the vertical opening being $10'-0'' \pm$ wide by $6'-1'' \pm$ high. The arch barrel is 41 feet \pm long. Each head wall is 15' to $16'-0'' \pm$ long and the lengths of the wing walls measured along the curve are as follows: Northeast- $14'-7'' \pm$, Northwest- $14'-7'' \pm$, Southeast- $16'-0'' \pm$, and Southwest- $23'-3'' \pm$. The length of structure at the intrados is $10'-0'' \pm$ and approximately $16'-0'' \pm$ at the extrados.

The granite blocks which originated from the Port Deposit area are $1'-0'' \pm$ wide. They are placed in ashlar bond. The brick arch ring is $1'-6'' \pm$ thick with the brick dimensions being $4 \frac{1}{8}'' \pm \times 8 \frac{3}{8}'' \pm \times 2 \frac{1}{8}'' \pm$. The bricks are laid in header bond radiating from the arch center except for the fifth row on the east side and fourth row on the west side from the bottom which are placed in American bond. The bricks have mortared joints but are not buttered as was common with brick joints of this period. The exterior face of brick has a white wash coating on the exterior face. It is not known if this coating is original. It appears that most sections of the granite walls are free standing although there are a few sections that have been parged most notably being the bottom northeast wing wall. The blocks have larger joints then originally intended because of the earth pressures along with heavier modern highway loadings.

At present the structure is in a state of structural collapse. Whereas the granite blocks and brick have not undergone deterioration; the downstream head wall and portions of the adjacent wing walls have collapsed, a section of its upstream head wall has collapsed and sections of the interior brick arch have also fallen.

This collapse can be attributed to age, lack of preventive maintenance and several large trees which induced unpredicted loading conditions on the failed sections. Presently the recently removed trees still have their root system intermingling between the granite blocks. The roadway at the structure has recently been limited to a one lane condition, centered at the centerline of the roadway, in hopes to reduce the loadings on the exterior collapsed sections of arch. Although the structure is considered in poor condition, it could

be properly rehabilitated if a project is undertaken immediately. It appears that most of the collapsed sections remain in the vicinity of the structure but a few of the large granite blocks can be found as far as one hundred feet downstream from the outlet end of the arch proper.

The Cecil County Roads Division has undertaken a rehabilitation project starting on December 1, 1998 to correct the deficiencies of the structure outlined above.

2) Retaining Wall at Perch Creek

Upon entering the Boinovych property the former railroad embankment recrosses Perch Creek. Here it is at its highest elevation over the terrain and what exists can be classified as a steep gorge of about twenty five feet. At the base of the east side embankment is a five foot long and high section of wall consisting of dressed granite blocks. It is possibly the only remains of another arch although there are no blocks scattered in the waterway.

3) Arch Culvert on Abandoned Railroad Grade over Tributary of Perch Creek

Approximately one thousand feet east of this wall is the location of a stone arch culvert. The structure consists of finished granite blocks which are unmortared and is fed by a currently dry stream. The dimensions of the arch are 4'-7"± high and 5'-9"± in width. The exact length of structure was not determined but the arch runs at the base of a fill which is approximately ten feet in height. At the inlet end of the arch is a pile of fallen stone blocks mainly from its very narrow head wall. There are also two caved in top sections at approximately ten feet from either end of the structure. The blocks used for this structure are much narrower than those at the Lewis Shore arch. The ring does not have a key stone and the rectangular blocks have been placed radially around the arch opening.

There is a possibility that there exists another culvert about three thousand to the east of this structure and west of Hutton Road since a tributary of Perch Creek crosses the railroad grade at this location.

Structures- Delaware

1) Stone Culvert at Frasier Road

Directly opposite McDaniel Lane and across Frasier Road lies the abandoned embankment separating a farm and a single family house. Approximately fifty feet from the edge of the roadway is a very small stone culvert. This culvert consists of finished granite blocks which are unmortared and is fed by a currently dry stream. The structure is rectangular in shape being approximately two feet high and four feet wide. There are several blocks scattered at the inlet end of the structure. It is very similar in configuration

to that shown on page 275 on Arthur Johnson's The Present Condition of Maryland's Highways, dated 1899.

2) Stone Arch at Belltown Run

A stone arch existed at the vicinity of Belltown Run approximately two thousand feet west of Delaware State Route 72 near U. S. Route 40. It is in a ruined condition although sections of its wing walls exists. The structure consisted of finished granite blocks of dimensions similar to XCE No. 1008. No trace of bricks survive at the site. It is now spanned by a metal hiker/biker bridge.

Statement of Significance- Narrative Statement of Significance (Explain the significance of the property.)

The Lewis Shore Road Arch Culvert, Small Structure XCE No. 1008 over a tributary of Perch Creek, was an appurtenance of the Newcastle and Frenchtown Railroad which has been placed on the National Register of Historic Places in 1976. This railroad played a very prominent role in the history of railroading in America and any intact portion of it is highly significant. This structure, the smaller arched culvert located on private property and the embankment of the roadway and abandoned railroad grade are the only remaining portions of the railroad in Maryland.

These features have significance therefore for Criterion A- association with events that have made a significant contribution to the early growth and development of Cecil County, the State of Maryland and the United States as well as the development transportation in this country and Criterion C- the structures embody the distinctive characteristics of a period of early bridge building in this country and remain as examples of early craftsmanship. Sufficient integrity remains to these features to convey their period of significance.

Small Structure XCE No. 1008 is unique for several reasons. First it is unique to the Coastal Plain geographical division of Maryland. As a predecessor to the Baltimore and Ohio Railroad, it first demonstrated to the public that sturdy stone block structures when properly engineered could properly service railroads. Because it is an adaptive reuse of a railroad structure by Cecil County, its architectural features are not common for a highway arch. Its large granite blocks are common to railroad bridges which are subjected to much heavier loadings than normally seen on a highway bridge. Stone blocks that are dressed and placed to neat lines are not common to highway structures but these features are common to railroad structures. Its radiating curvilinear wing walls are not common for even railroad structures and appear to be Federal style in design. Finally, it has not gone any prior alteration except for very minor parging.

Unfortunately because of its before mentioned deteriorated condition, the structure is in poor condition and does not retain the integrity of all primary and secondary defining elements for a stone and brick arch culvert. It does retain integrity of location, setting, materials and workmanship. At present it no longer has a downstream head wall and its upstream head wall may collapse in the near future. The rehabilitation project by Cecil County Roads Division will restore the integrity of the character defining elements of the deteriorated structure.

From the 1924 photographic collection of Robert Barkley of Smyrna it appears that the southeast wing wall and downstream head wall of the structure collapsed many years ago. The roadway was probably constructed over the structure without any subsequent repairs. The recently removed trees which stood over forty feet in height are mere saplings in

these early pictures. These photographs also show the abandoned roadbed at West Lewis Shore in Maryland which looks similar to the features of the right of way today with the exception of the bituminous roadway being added. The present day section of the abandoned railroad bed at the Boinovych property matches the features of the 1924 photograph.

The age of Small Structure XCE No. 1008 makes it one of the oldest highway arches still in service in the State of Maryland. The engineer or builder of this structure is unknown but the main engineer for the Railroad was John Randel, the designer of the Chesapeake & Delaware Canal who was assisted by John R. Hogg. Although the structure is not located on either the 1854 or 1877 County maps, this appears to be the cartography style of the nineteenth century and it appears safe to state that the structure is original to the railroad.

The Newcastle and Frenchtown Railroad stretching a distance of 16.19 miles connected Delaware with Maryland and the Delaware River with the Chesapeake Bay (via The Elk River). Construction began on the Line in July, 1830. The importance of a dependable connection between these two areas is apparent and the Railroad was an early nineteenth century competitor to the C. & D. Canal which opened in 1829. It was an early example of an improved interstate commerce network linking different modes of transportation.

The railway had 29 culverts and four stone bridges. (Note: In 1832 Small Structure XCE No. 1008 would have been classified as a bridge not a culvert.) Its fenced right of way intersected three main turnpikes which necessitated gates and crossing guards. The fence was required to keep out cattle and children.

The predecessor to the Railroad was the New Castle and Frenchtown Turnpike Company which was incorporated in Maryland on January 6, 1810 and a turnpike was completed by 1818. The steamboat Chesapeake made regular trips from Baltimore to Frenchtown beginning on June 21, 1813 connecting the stagecoach line on this turnpike with another steamboat from Newcastle to Philadelphia. This was the first transportation connection across the upper Delmarva peninsula. Later these steamboat operations were serviced by the Union Line.

The railroad was aligned just south of this turnpike which is located along the present day Frenchtown Road. The line terminated not too far west of XCE No. 1008 in an area called the Old Frenchtown Wharf. The Frenchtown Wharf became a very important port after the Revolution and was the site of many warehouses. Its docks were usually loaded with hogsheads, barrels and boxes.

The present day roadway terminates to a private development but the railroad continued on an alignment which would join Lewis Shore Road to Frenchtown Road. Supposedly the remnants of the wharf are still intact but they lie on private property and their

whereabouts could not be ascertained. This wharf was where passengers and freight was delivered to and from steamers which made their way down the Elk River to the Chesapeake Bay. The eastern terminus was located in Newcastle, Delaware.

Early accounts indicate the ride was extremely rough because the line utilized wooden rails mounted on granite sleeper blocks, an early forerunner to wooden ties. This was subsequently modified when the Line converted from horse drawn stagecoaches to steam powered locomotives. The original rails were Georgia pine and were 15'-4" in length. These were also replaced also by iron rails imported from Great Britain. As can be expected many of the features of the railroad were original since the only lines in existence in that era were located in Europe.

The elegant horse drawn passenger cars were built by the Imlay Company of Baltimore and were named the Red Rover, Delaware, Annapolis, Dover, Brandywine and Wilmington. These passenger cars resembled stage coaches and were drawn by a single horse riding between the rails and carried twelve passengers. Prior to September 10, 1832 the motive power for the Line was horses. The horses were changed at the two stations at Glasgow and Bear, Delaware.

Sleeper blocks were used so that the horses carrying the passenger cars could trot on a flat surface. It is believed that there are no sleeper blocks in the vicinity of the structure although several of the fallen blocks and one still in place on the northwest wing wall have the identical double bored holes spaced approximately eight inches apart. According to some accounts sleeper blocks were twelve inch square but the structure blocks in ruin are $1'-0'' \pm \times 1'-7'' \pm$. The reason for the holes in these larger blocks is unknown but the stones could possibly have been rejected for use as sleeper blocks or that unused sleeper blocks were used to replace missing stones in the structure. Some existing photographs of sleeper blocks in Delaware are similar to those lying in the stream bed.

This Line was the one of the first that was steam powered railroad in this country and was serviced by a locomotive constructed in England. This locomotive, the Delaware, was assembled in New Castle by Matthias Baldwin who would later become the leading locomotive engine builder in this Country. He based his first designs on the Delaware. Because of difficulties he had in the assemblage of this first locomotive and its subsequent bad operating performances, Congress removed the heavy tariffs from the importation of British constructed locomotives into this country.

The next two locomotives used for the Line were again made in England and christened the Maryland and Pennsylvania. Another English made locomotive was named the Virginia and the first American made locomotive was the New Castle named after its place of origin. The train traveled twelve miles per hour making the trip in one hour. It was a single track line which handled both passenger and freight service. The first steam locomotives had no cabs, cowcatchers, brakes or whistles.

Many officials and dignitaries including President Andrew Jackson, Martin Van Buren, David Crockett, Henry Clay, Lord Ashburton, Samuel Houston, Louis Napoleon, Stonewall Jackson, John C. Calhoun, the British Consul to the State of Massachusetts and an Indian delegation including Chief Black Horse traveled the railroad once it became steam powered probably because of its novelty. At least two accounts were penned of the exciting trip of this line. One was an experience by David Crockett in April, 1832 and the other by Lord Ashburton in 1840. Another account was made of the initial trip of the railroad which was offered to 200 gentlemen, no ladies invited, on a Saturday complete with speeches and a banquet. The trip took one hour and seven minutes.

The Line is also noted for its pioneering in the field of railroad signals. The signals employed were flags mounted on poles which were hoisted by employees utilizing telescopes to check the location of the approaching train and the adjacent signals. A black flag indicated lateness of disability, a white flag indicated smooth riding. The flags later had a black or white ball centered on them for visual clarity. The line experienced frequent derailments due to the popping of iron rails from its timber tracks and its personnel were required to constantly check the rails for secureness. The Line was the first to utilize a primitive hissing sound from the locomotive for warning, a predecessor to the first steam powered whistles.

The Railroad was used regularly for two decades but the completion of C & D Canal took away most of its freight traffic. It still served effectively as a passenger line and was used as late as 1853. In 1852 a turntable for instance was constructed at Frenchtown. This was also the date of the completion of the New Castle and Wilmington Railroad and the Delaware Railroad and the line west of Delaware fell into disuse. In 1857 the westernmost nine miles of the line were abandoned and the tracks removed. Its official abandonment date is listed as November 30, 1859. A petition was made to the Cecil County Commissioners on March 20, 1866 to convert the unused roadbed in Maryland as a county road. This section was then utilized as an unimproved county lane.

Major Bibliographical References (Cite the books, articles, legal records and other sources used in preparing this form.)

- 1) Rails along the Chesapeake- A History of Railroading on the Delmarva Peninsula, 1827-1978. John C. Hayman, 1979, Marvadel Publishers, pages 5- 14.
- 2) 1858 Martenet Map of Cecil County.
- 3) Cecil Whig, Saturday July 25, 1928.
- 4) Small Structures on Maryland's Roadways- Historic Context. Margaret Slater et al, Maryland State Highway Administration, June, 1997.
- 5) New Castle and Frenchtown Railroad. Cecil County Historical Society Nomograph.
- 6) Cecil County Maryland, 1608-1850. G. E. Gifford, Jr., 1974, pages 149-151.
- 7) At the Head of the Bay, A Cultural & Architectural History of Cecil County, MD. Editor Paula Blumgart, Cecil County Historical Society, 1996, page 245.
- 8) History of Cecil County. George Johnston, 1881, pages 424-432.
- 9) Bridge Inspection Report-Bridge XCE 1008, - Lewis Shore Road over Tributary of Perch Creek. James R. Duffy, Northeast Engineering, Inc., September, 1998.
- 10) Illustrated Atlas of Cecil County. Lake Griffin & Stevenson, 1877, plate 14.
- 11) Frenchtown- A Deserted Village. Ernest Hound, Cecil County Historical Society Nomograph.
- 12) New Castle and Frenchtown Railroad. Cecil County Historical Society Bulletin No. 15, May 16, 1960.
- 13) Article from United States Gazette, October 15, 1832.
- 14) Publick Roads Cecil County Md. Book No. 3, Entry No. 63, 3/20/1866.

Continuation Sheet

Name of Property/Inventory Number: New Castle and Frenchtown Railroad
right of way CE-794

Statement of Significance -- Narrative Statement of Significance (Explain the significance of the property.)

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield information important in prehistory or history.

See attached.

Major Bibliographical References (Cite the books, articles, legal records, and other sources used in preparing this form.)

See attached.

Continuation Sheet

Name of Property/Inventory Number: New Castle and Frenchtown Railroad
right of way

CE-794

HISTORIC CONTEXT:

Geographic Organization: Eastern Shore

Chronological/Development Period (s): Agricultural- Industrial Transition

Prehistoric/Historic Period Theme (s): Transportation

RESOURCE TYPE(S)

Category: Structure

Historic Environment: Rural

Historic Function (s): transportation

Known Design Source: New Castle and Frenchtown Railroad

Form Prepared By: James T. aguirre

Name/Title Cecil County Bridge Coordinator

Organization Public Works **Date** 11-25-98

Street & Number 758 East **Telephone** 410-996-6270
Old Philadelphia Road

City Or Town Elkton **State** MD **Zip Code** 21921

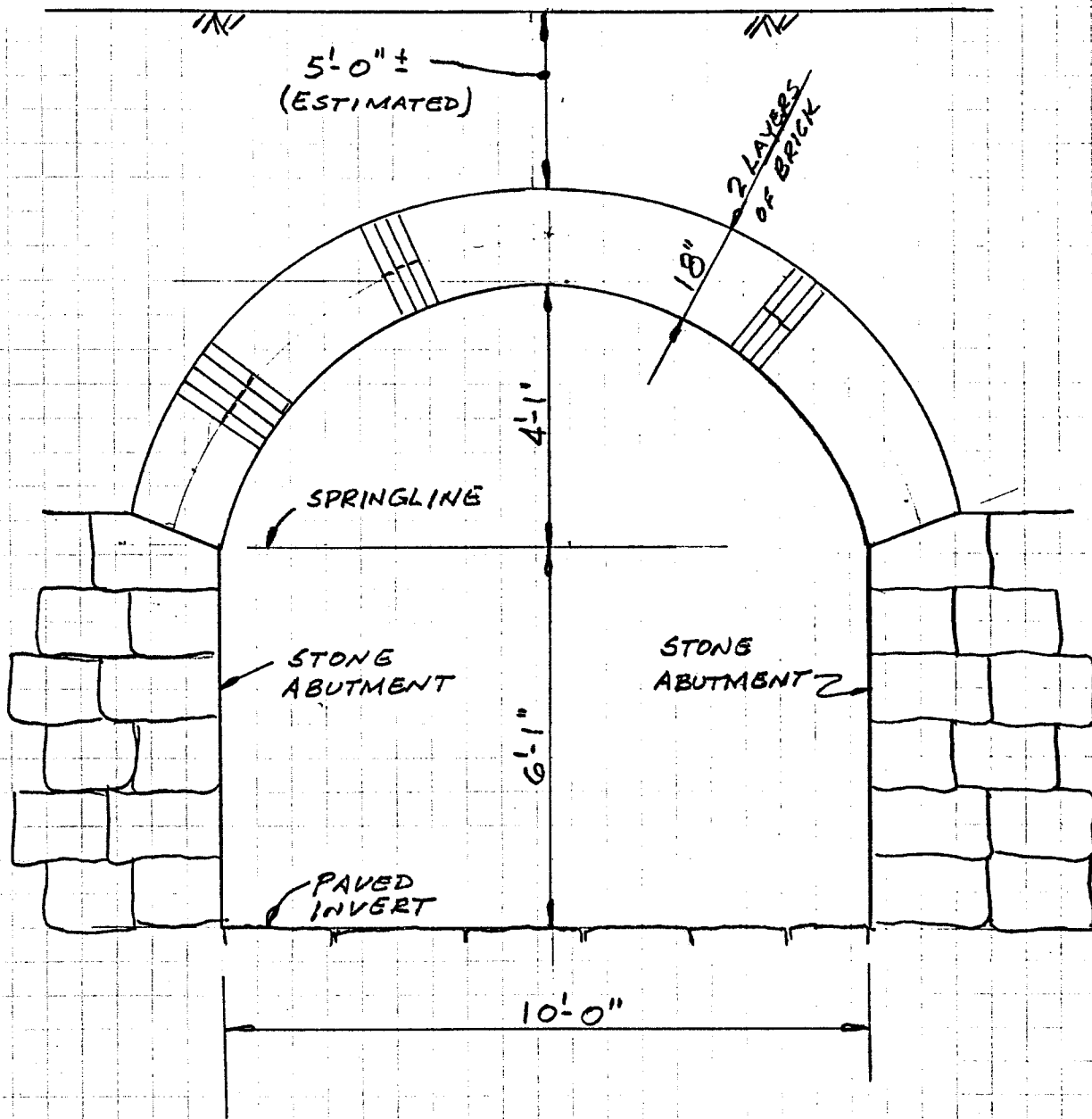
Property Owner Cecil County Department of Public Works

Name Robert L. Campbell **Street & Number** 129 East **Telephone** 410- **City Or**
Main street 996-5270

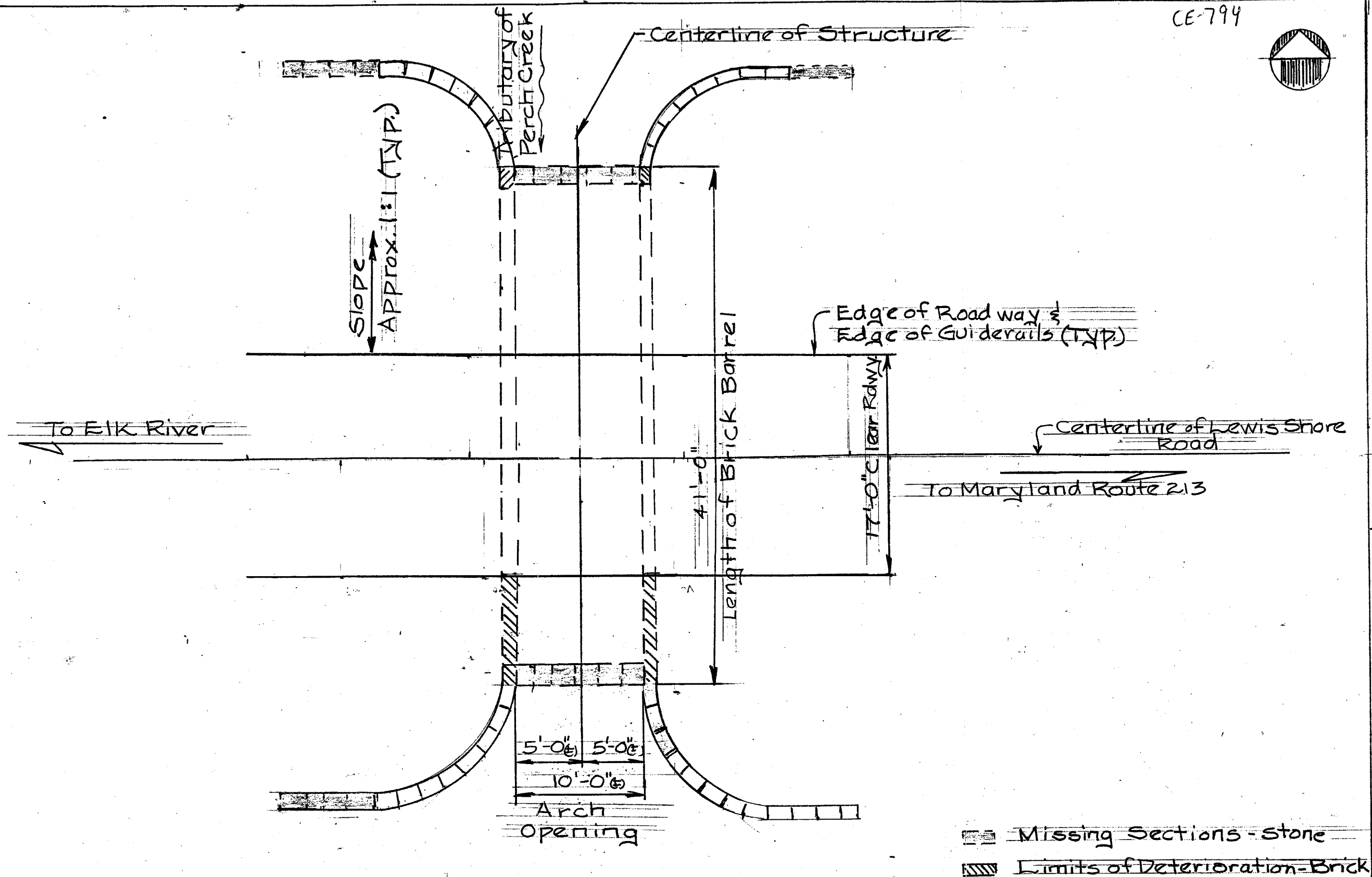
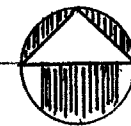
Town Elkton **State** MD **Zip Code** 21921

EXHIBITS

- 1) Map No. B-16, Maryland General Highway Statewide Grid Map.
- 2) Map No. 18, ADC Street Map Book- Cecil County, Md.
- 3) Map No. , ADC Street Map Book- Newcastle County, Md.
- 4) U.S.G.S. Map- Elkton, Md.-Del., 1992.
- 5) U.S.G.S. Map- Saint Georges, Del., 1953.
- 6) 1858 Martenet Map of Cecil County.
- 7) Plate 14- Illustrated Atlas of Cecil County, 1877.
- 8) Typical Section of Arch
- 9) Plan of Small Structure No. XCE 1008
- 10) Advertisement Bill for Newcastle and Frenchtown Railroad.
- 11) Typical Trains of the 1830's.
- 12) Sleeper Block Details for the Newcastle and Frenchtown Railroad.
- 13) 1924 Photograph of Downstream Elevation of Structure, Rails Along the Chesapeake.
- 14) 1924 Photograph of Roadbed looking East, Rails Along the Chesapeake.
- 15) Petition filed March 20, 1866, Publick Roads Cecil County Md.



TYPICAL SECTION

Note:

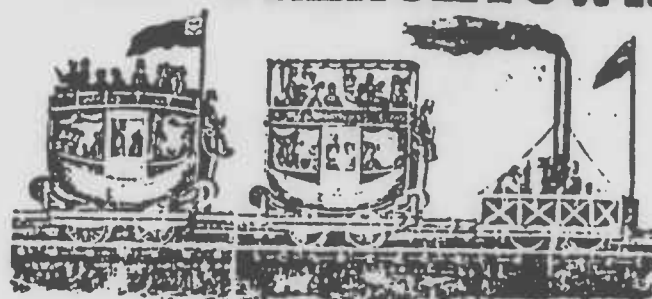
Sketch made from field measurements taken in October thru December, 1998 by the County Bridge Coordinator.

CECIL COUNTY ROADS DEPARTMENT
SMALL STRUCTURE
XCE #1008 ON LEWIS SHORE ROAD
OVER TRIBUTARY OF PERCH CREEK
PLAN

Scale: $\frac{1}{8}$ " = 1'-0"

Drawn by: JTA Date: 12/16/98 Sheet 1 of 1

NEWCASTLE AND FRENCHTOWN



RAIL-ROAD.

PASSENGER CARS,

PROPELLED BY A LOCOMOTIVE ENGINE.

Leaves the Depot, at NEW CASTLE, for FRENCHTOWN,

EVERY MORNING,

Upon the arrival of the Steam boat from Philadelphia at about

Half Past Eight o'clock,

RETURNING

Leaves Frenchtown at about Half-Past Ten o'clock.

ANOTHER TRAIN OF

PASSENGER CARS

Departs from New Castle, for Frenchtown, every evening, (except Sunday,) upon the arrival of the AFTERNOON BOAT, from Philadelphia, at about Six o'clock, and on return arrives about Nine o'clock.

Fare over the Road 50 cents.
Do., for excursion over the road and back . . . 50 cents.

New Castle, June 1st 1833

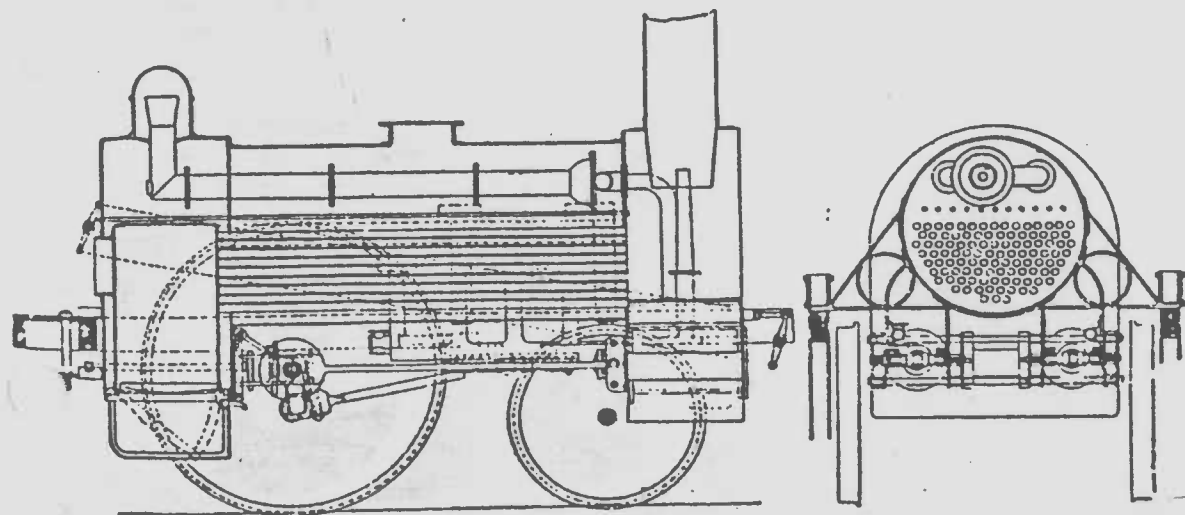
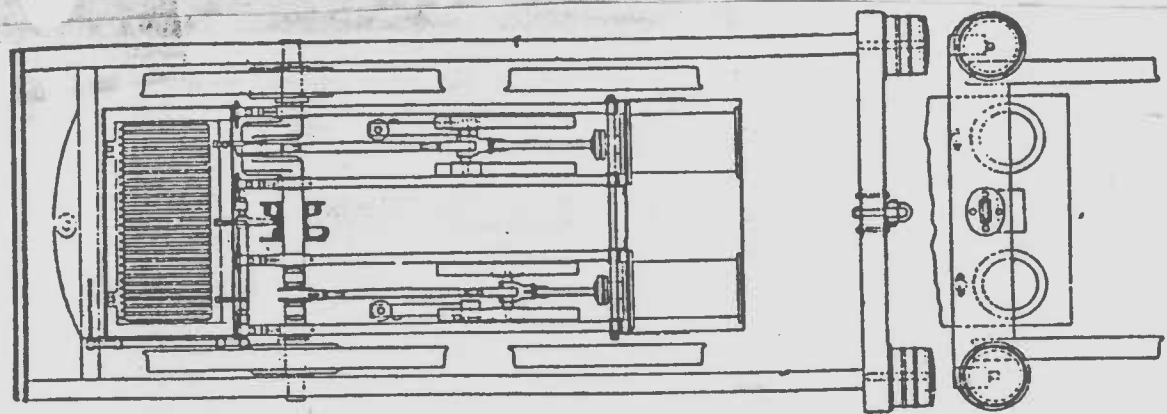
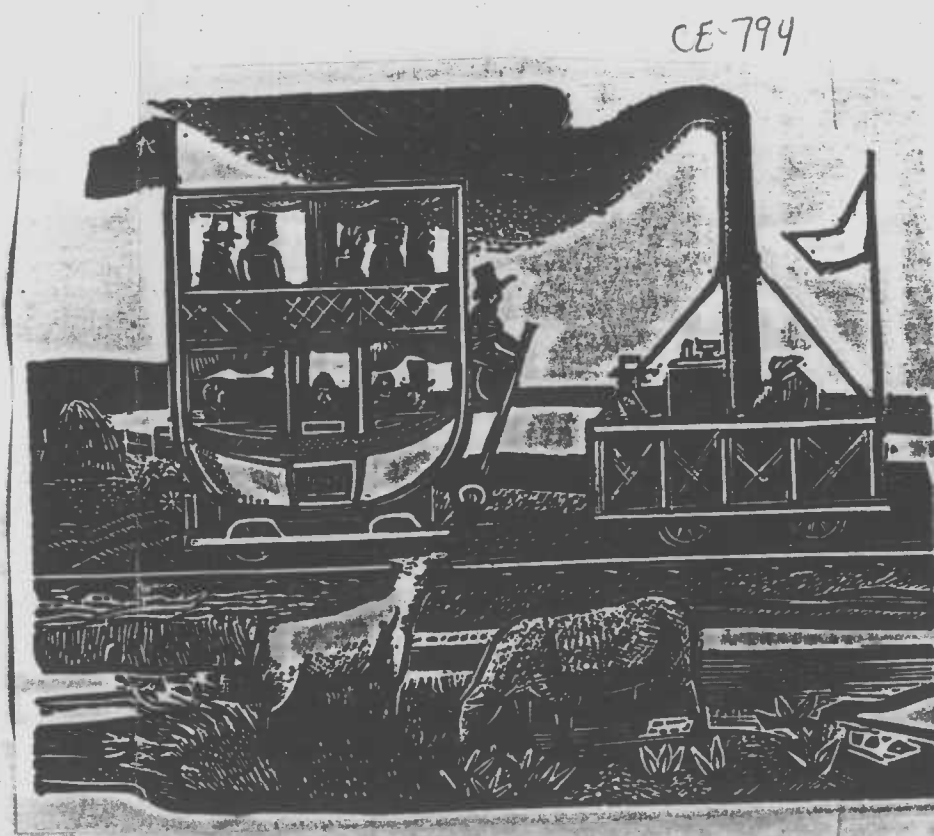
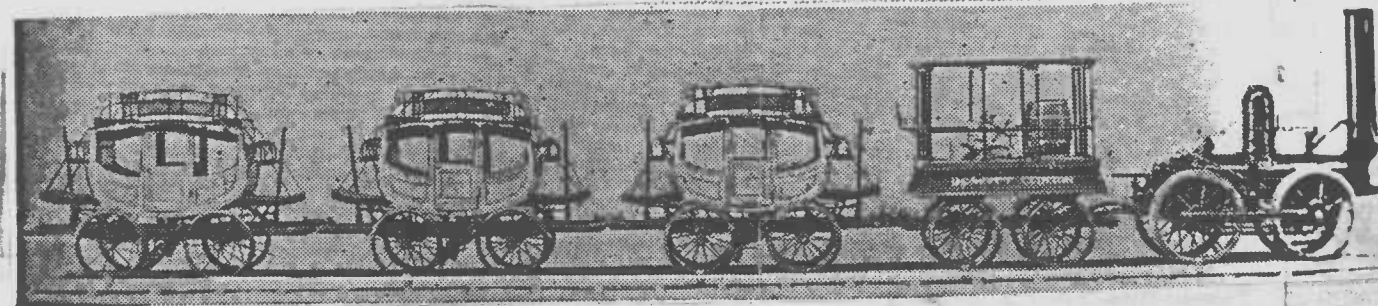
R. H. BARR Ag't.

Due to the increase in travel, the railroad replaced the steamship lines when the Frenchtown & New Castle Railroad Co. was organized. It was among the very first railroads built in this country and the very first upon which steam power was applied to the transportation of passengers.

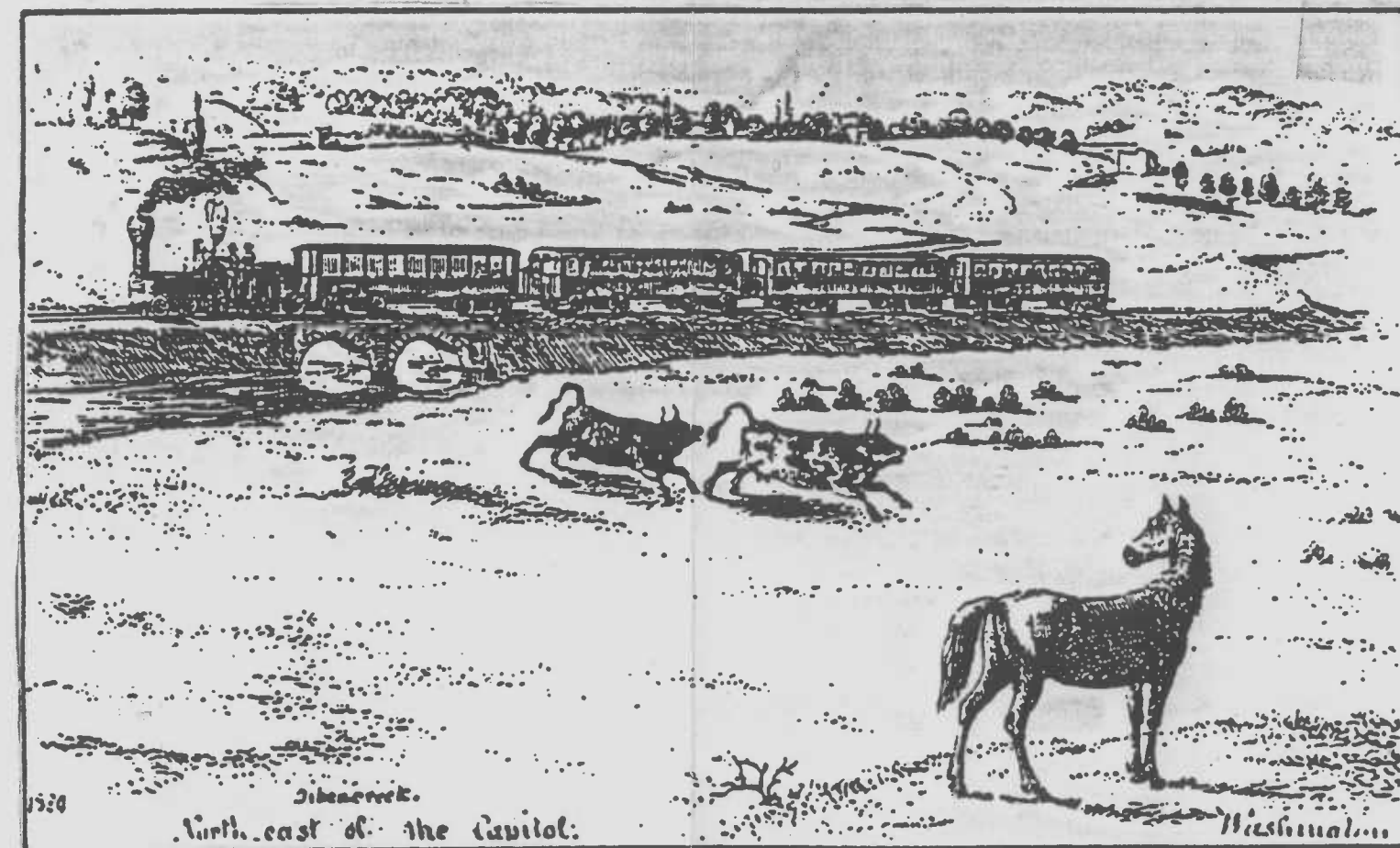
A black and white illustration of a steam locomotive pulling three coal cars. The locomotive is on the left, emitting a large plume of smoke from its smokestack. It is followed by three open-top coal cars filled with coal. The entire train is on a set of tracks.

**BETWEEN
HARPER'S-FERRY AND BALTIMORE.**

THE CONVEYANCE OF TONNAGE on the Rail Road to and from HARPER'S FERRY commenced on, and will continue from Monday the 1st December, 1834.



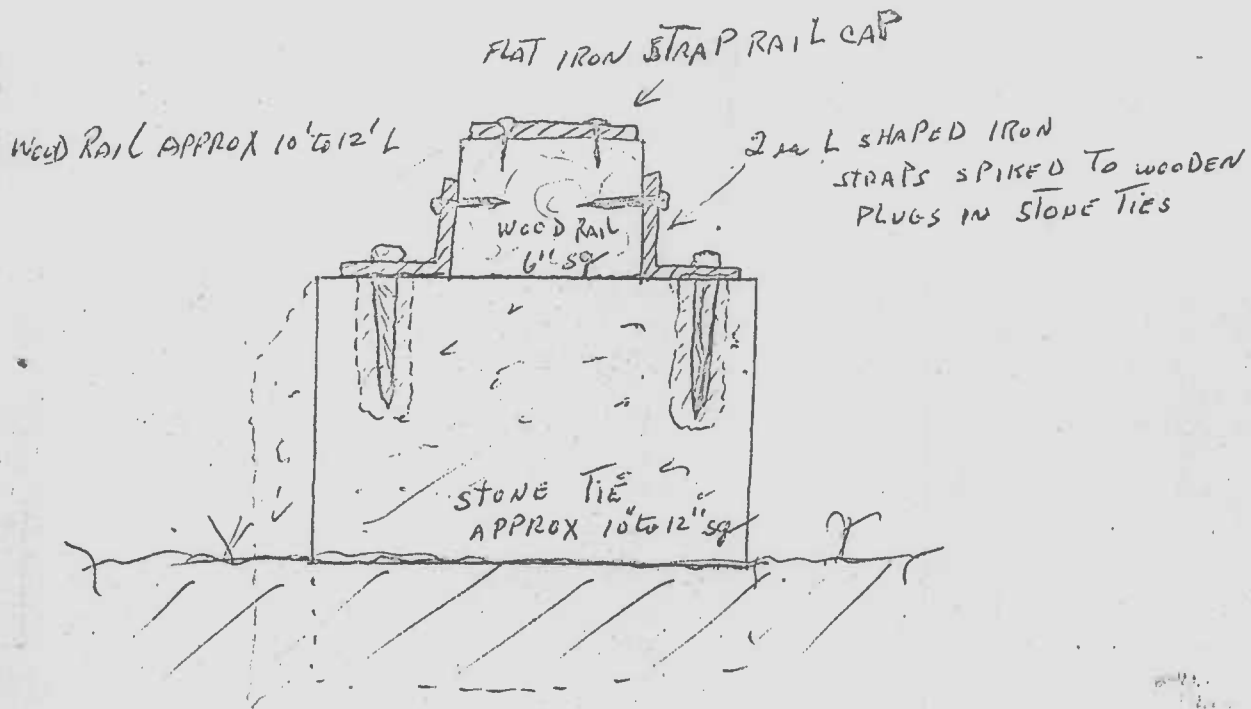
Drawing of a locomotive built by Robert Stephenson & Company and believed by them to be that of the original *Delaware* of the New Castle & Frenchtown Rail Road. (Railway and Locomotive Historical Society)



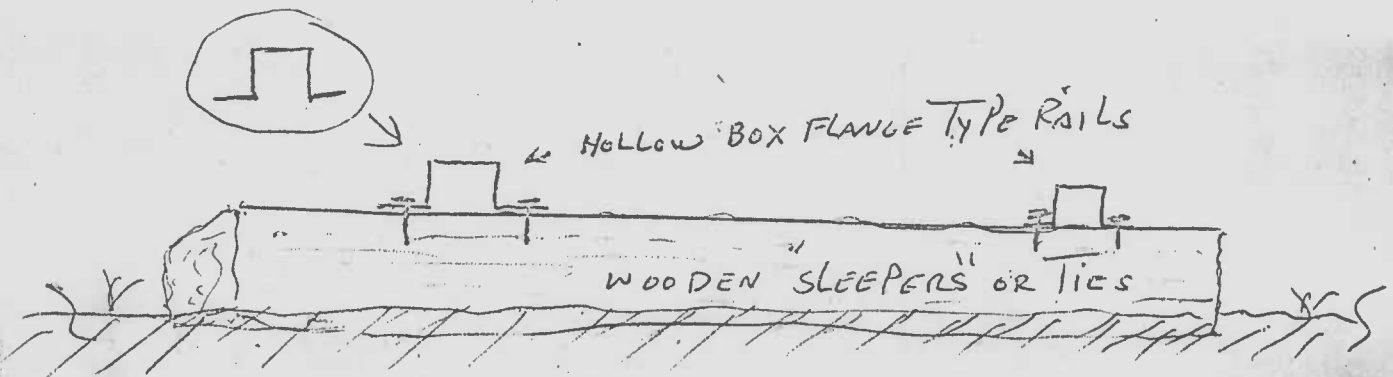
This idyllic rural scene is now the center of downtown Washington. The view looks northeast from the Capitol at the approximate present location of Union Station Plaza, as it was seen by a contemporary artist in 1839.

(FRENCH TOWN RAILROAD) CE-794

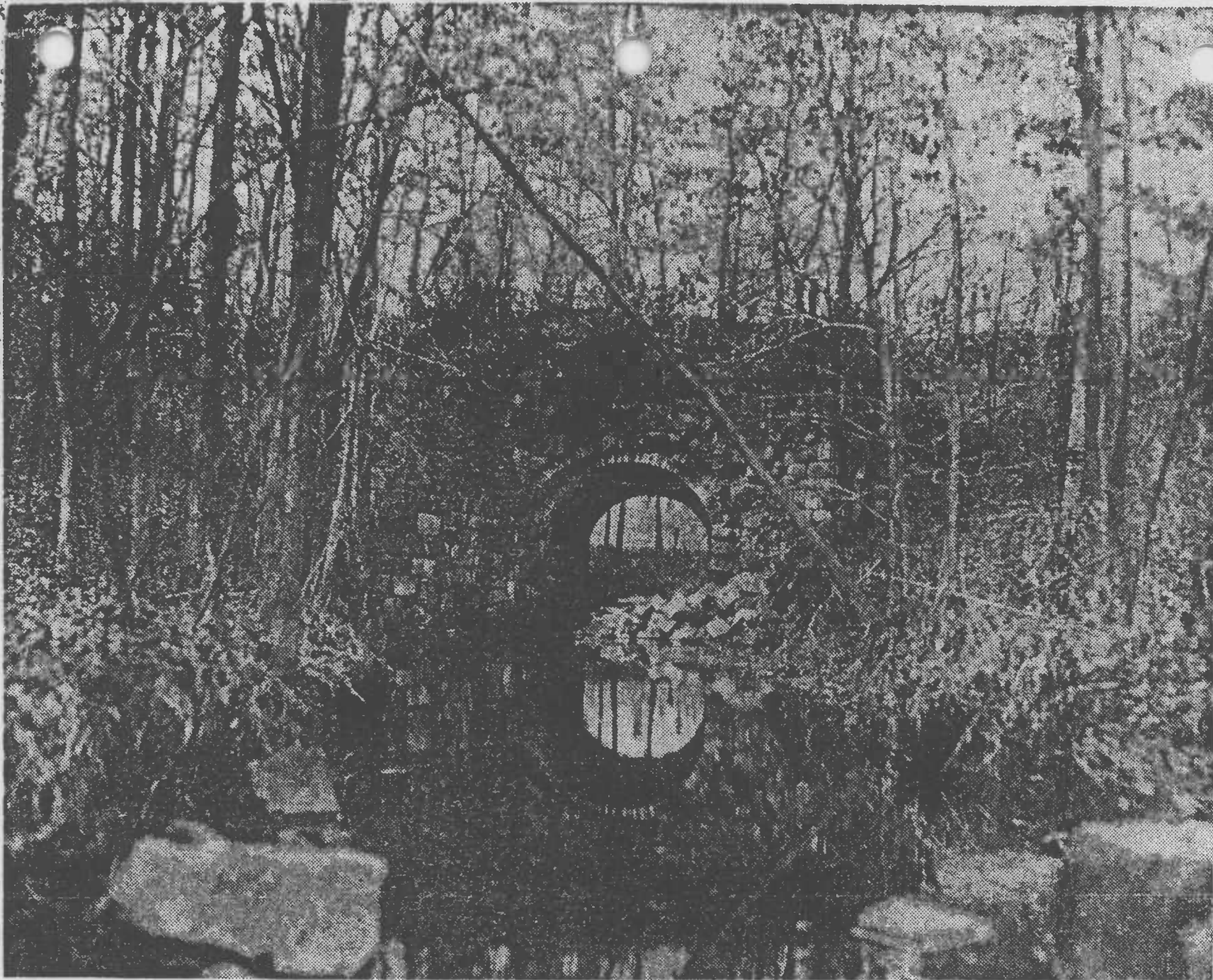
ORIGINAL TYPE RAILS + TIES USED
(HORSE + CONVEYANCE)



LATER TYPE RAILS + TIES USED
(STEAM ENGINES + CONVEYANCE)



Reburner



The ruins of a stone arch culvert between U. S. Route 213 and the Elk River were still standing after 65 years of neglect, a tribute to the builders' workmanship. (Robert J. Barkley)

CE-794



CE-794

This photograph shows the abandoned roadbed between U. S. Route 213 and the Elk River as it appeared about 1924. Except for a short segment upon which a secondary road has been constructed, the right-of-way is no longer this easy to follow. (Robert J. Barkley)

CE-794

EXHIBIT NO. 15

To the Hon'1 Commissioners of Cecil County.

Gentlemen,

Your petitioners residents of Cecil County respectfully represent that the public convenience will be promoted, by an alteration in the route of the Public Road leading or running from James Marcus's near the Elk River to New Castle & Frenchtown Turnpike. The said alteration to consist in a vacation of so much of said road as lies between the said turnpike and the New Castle and Frenchtown Railroad and the location of a Public Road of the bed of the aforesaid New Castle & Frenchtown Rail Road from the point where the present road now diverges from said Rail Road to the Elkton & Warwick Road.

Enclosed "Filed March 20th 1866
Thomas Miller, Dan'l Bratton
Joshua Jackson, appt. Examiners

Geo. W. Denny
S. Hooper Mitchell
David M. Taylor and
12 twelve others

To the Hon^{ble} Commissioners of Cecil County,
Gentlemen,

Your Petitioners residents of Cecil County respectfully represent that the public Convenience will be promoted, by an alteration in the route of the Public Road leading or running from James Harwood's near the Elk River to the New Castle & French Town Turnpike, the said alteration to consist in a vacation of so much of said Road as lies between the said Turnpike and the New Castle and French Town Rail Road, and the location of a Public Road on the bed of the aforesaid New Castle & French Town Rail Road from the point where the present road now diverges from the said Rail Road to the Elkton & Warwick Road.

Enclosed "Filed Mch. 20th 1866, D"
Thomas Miller, Daniel Brallion,
Joshua Jackson app^{ts} Examining

Geo. W. Denny,
S. Horner Mitchell
David M. Taylor, and
12 others,

State of Maryland }
Cecil County Sec. }

To Thomas Miller, Daniel Brallion & Joshua Jackson Esqs,
of Cecil County Meeting,

Whereas it hath been represented to the County Commissioners of Cecil County, by the petition in writing, of George W. Denny & other Citizens of Cecil County, that the public Convenience will be promoted by an alteration in the route of the Public Road leading or running from James Harwood's near the Elk River to the New Castle & French Town Turnpike, the said alteration to consist in a vacation of so much of said Road as lies between the said Turnpike and the New Castle and French Town Rail Road, and the location of a Public Road on the bed of the aforesaid New Castle & French Town Rail Road from the point where the present road now diverges from the said Rail Road to the Elkton & Warwick Road.



CE-794

EXHIBIT 16

1858 Martenet Map
of Cecil County

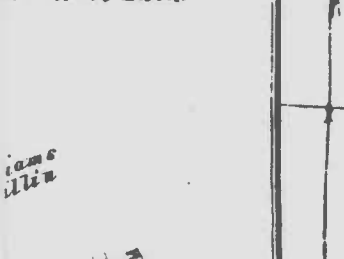
VILLE

Scale 40 Rods to an Inch.
Res. of J. W. McCullough
McCullough
Iron Co.



LE

Scale 40 Rods to an Inch.



ROWLANDSVILLE BUSINESS REFERENCES.

H. S. Murgaw, Manufacturer of Flour, Chop, Buckwheat and Mill Feed. Porter Bridge P. O. Colons. McCullough Iron Co. Galvanized, Refined and Charcoal Bloom Sheet Iron Manufacturers. Cor. Sixteenth and Washington Avenue, Philadelphia. Caldwell & James, Dealers in Dry Goods, Groceries, Notions, etc. Ready-made Clothing a Specialty. Conowingo. W. C. Mullen, Dealer in Dry Goods, Groceries, Boots, Shoes, Hats, Caps, and a full line of Notions. Store at Rock Springs. James Cummings, Justice of the Peace. Office on Lancaster Road, 2 1/2 miles north of Conowingo. J. T. French, Dealer in Fresh Fish. Conowingo P. O., via Rowlandsville Station. P. & B. C. R. R. W. M. Grubb & Co., Dealers in Dry Goods, Groceries, Boots, Shoes, Hats, Caps, Notions, and all articles usually kept in a general store. Grubb's Corners. On Lancaster Road. Davis, Christie & Co., Proprietors of Octoraro Flouring Mills. Christie & Hindman, Dealers in Fancy and Staple Dry Goods, Groceries, Hardware, Queensware, Ready-made Clothing, Boots, Shoes, Hats, Caps, and a complete Stock of General Notions.

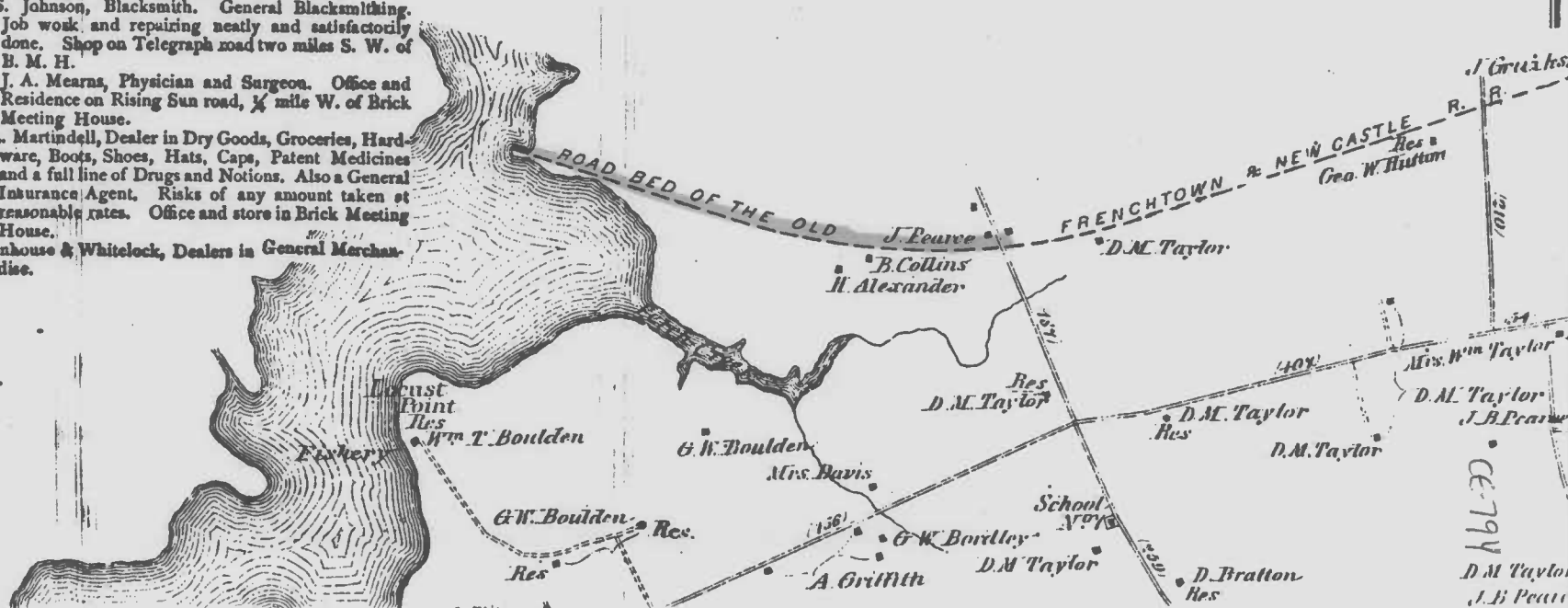
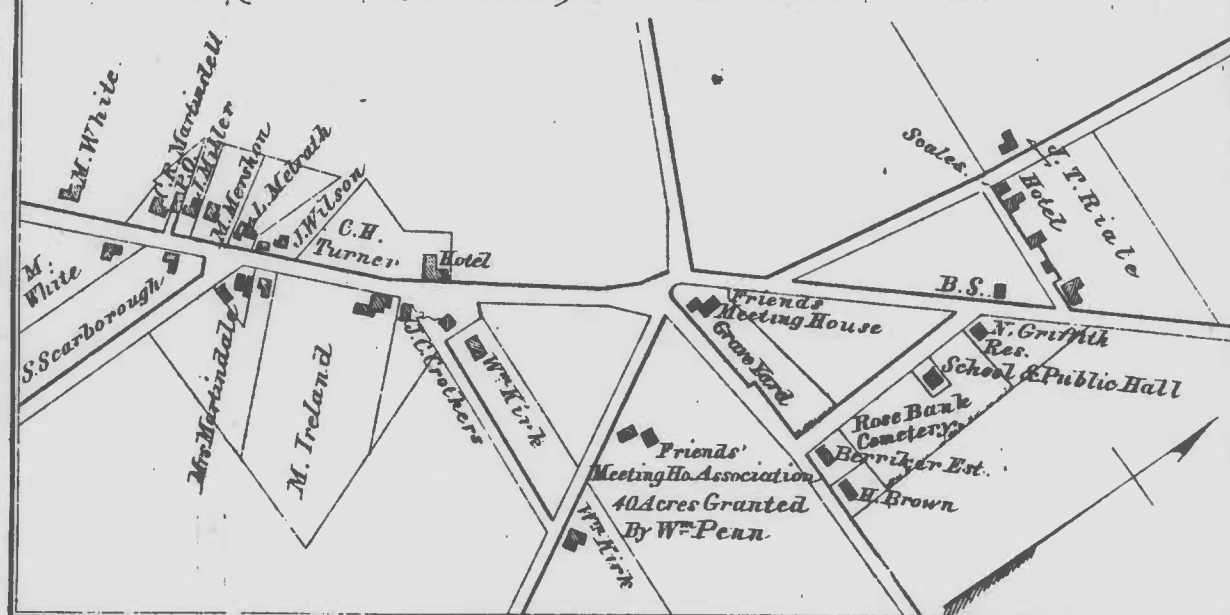
BRICK MEETING HOUSE BUSINESS REFERENCES.

James Turner, M. D. Physician and Surgeon. Office and Residence 1/4 mile West of Brick Meeting House. Joseph Hopkins, M. D. Physician and Surgeon. Office and Residence 1/4 mile West of Brick Meeting House. W. R. Mathews, Manufacturer and Dealer in Flour, Bran, Ship Stuffs and ground feed of all kinds. Lumber sawed to order and kept on hand. Mill on North-east Creek, five miles from North-east. L. S. Johnson, Blacksmith. General Blacksmithing. Job work and repairing neatly and satisfactorily done. Shop on Telegraph road two miles S. W. of B. M. H. Dr. J. A. Mearns, Physician and Surgeon. Office and Residence on Rising Sun road, 1/4 mile W. of Brick Meeting House. C. R. Martindell, Dealer in Dry Goods, Groceries, Hardware, Boots, Shoes, Hats, Caps, Patent Medicines and a full line of Drugs and Notions. Also a General Insurance Agent. Risks of any amount taken at reasonable rates. Office and store in Brick Meeting House. Rittenhouse & Whitlock, Dealers in General Merchandise.

BRICK MEETING HOUSE P.O.

(Brick Meeting House Dist.)

Scale 30 Rods to an Inch



Pg 1/4

1140



pg 2/4

75°45'00" TO NEWARK

TO WILMINGTON



CE-794

pg 3/4
1170

31

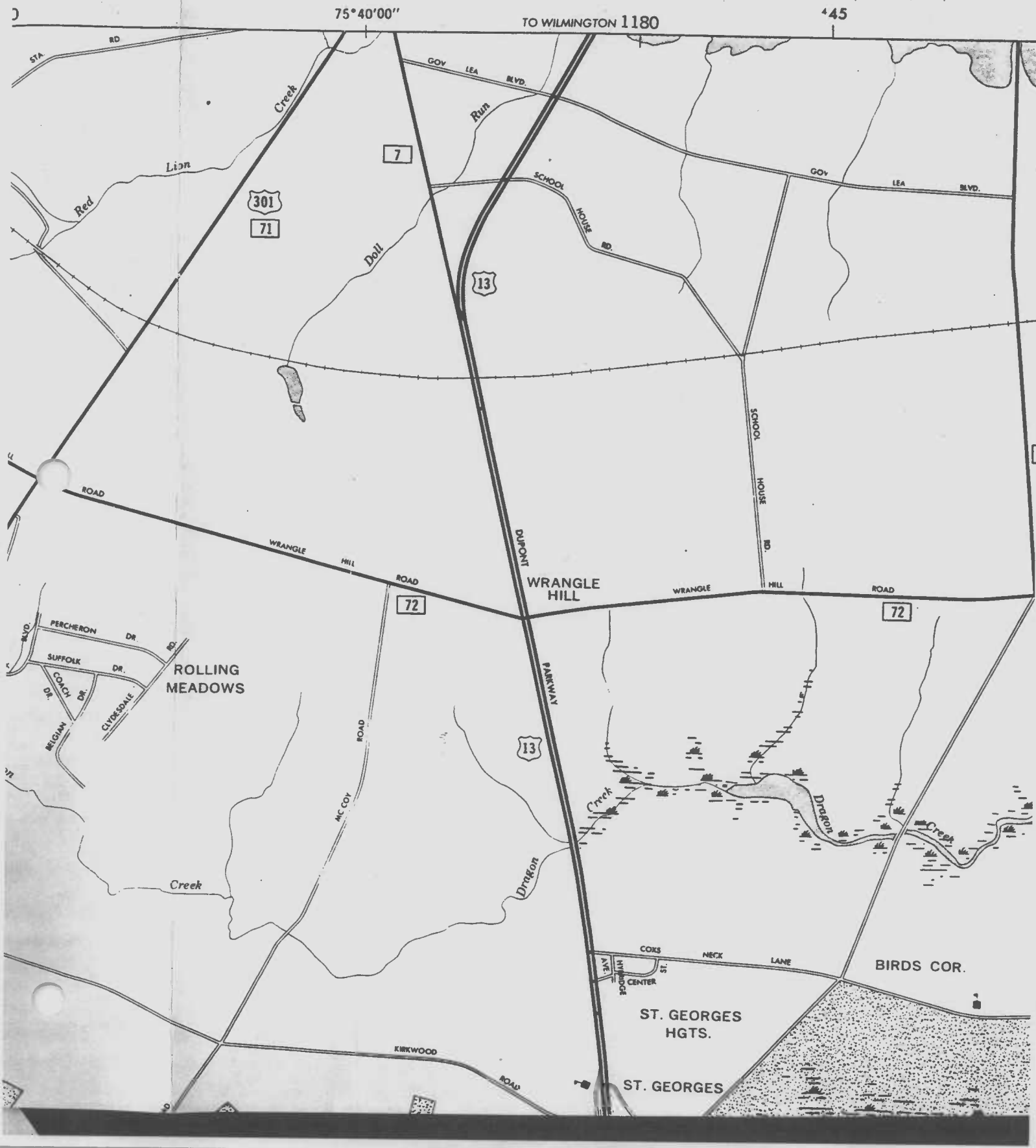
MAP NO. A-16
1160 TO NEWARK

40



CE-794

pg 4/4





Maryland State Archives

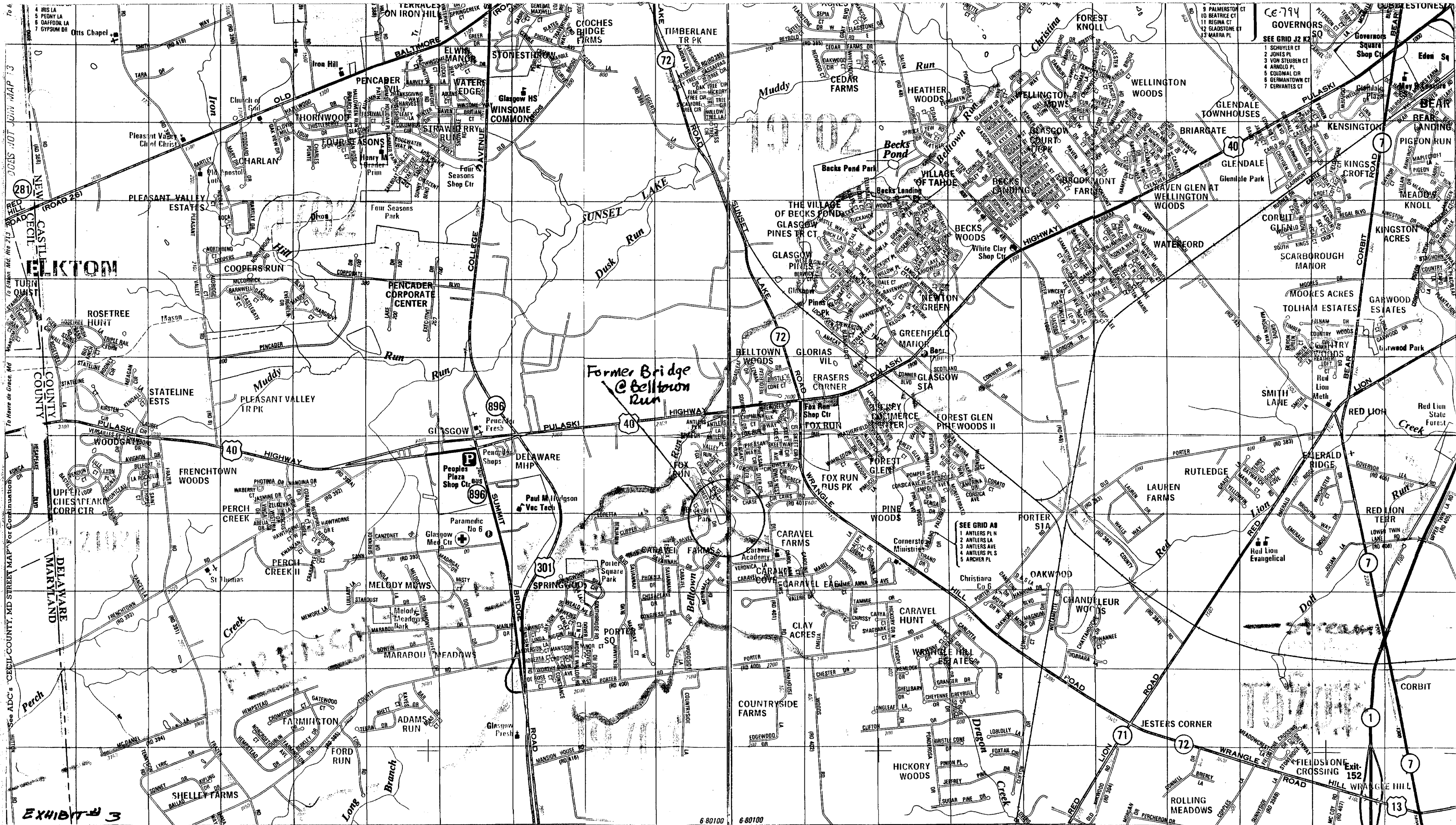


EXHIBIT 3

6 80100 6 80100

STATE OF MARYLAND
MARYLAND GEOLOGICAL SURVEY

pg 1/4



Pg 2/4
UNIT
DEPARTMENT
GEOLOG



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

CE-794

pg 3/4

5863 1
(NEWARK)



60A

Saint Georges, De.

1953

CE-794

SAINT GE

DELAWARE

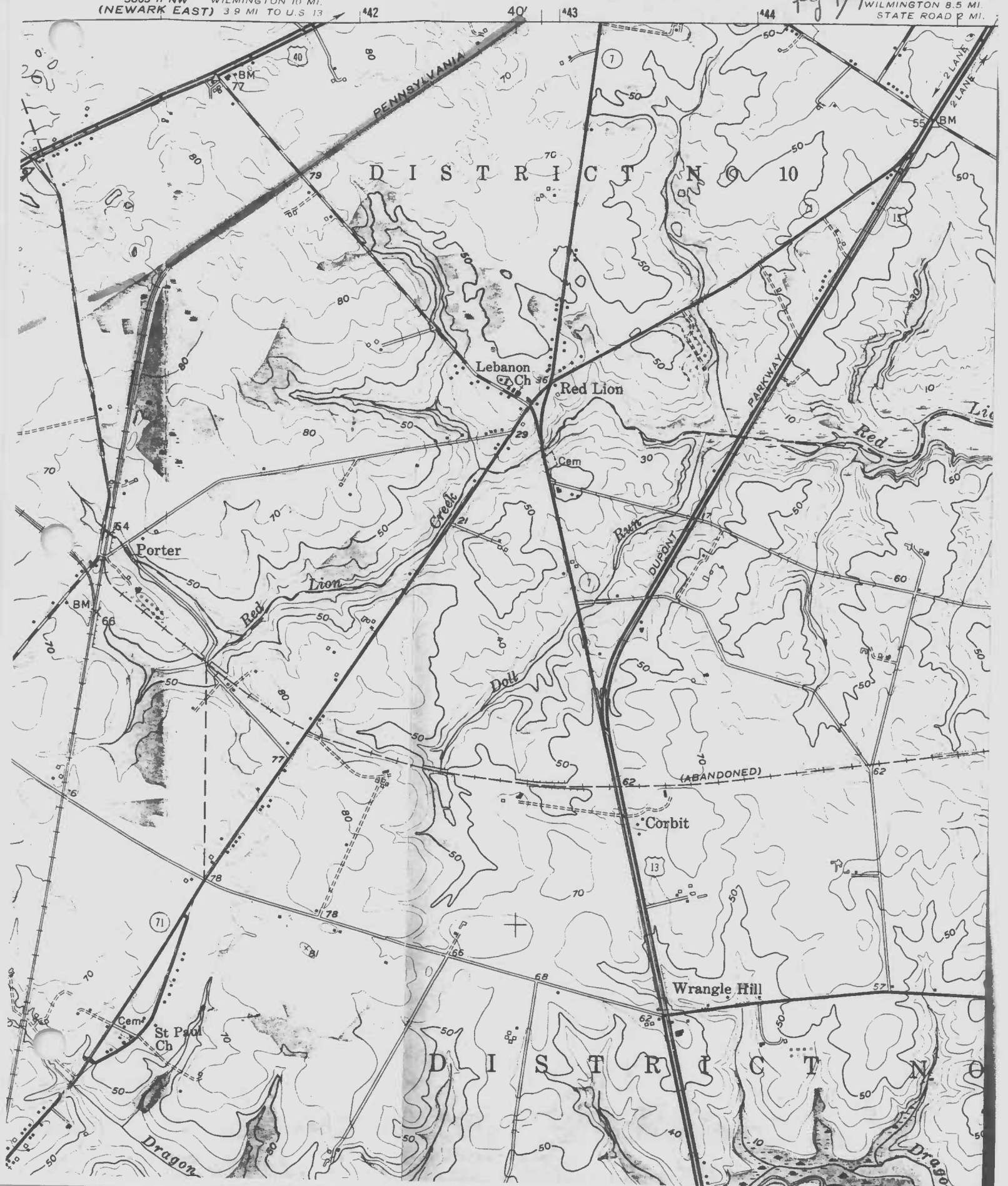
7.5 MINUTE

SW 1/4 W

WILMINGTON 8.5 MI.
STATE ROAD 2 MI.

5863 II NW WILMINGTON 10 MI.
(NEWARK EAST) 3.9 MI TO U.S. 13

pg 4/4





New Castle & Frenchtown R.R.

W
H
S